4.1 VISUAL RESOURCES

This section describes the existing visual characteristics of the project site and evaluates the visual effects of the project. This visual impact analysis considers existing scenic resources and the potential visibility of the site from surrounding areas and major viewsheds, including both the physical dimensions of the facility and facility lighting/glare.

As described in Chapter 4, where appropriate and relevant, the analysis in this section identifies the differences in impacts that would be anticipated to occur with implementation of the project under four conditions: budgeted inmate capacity, maximum design inmate capacity, single level design option, and stacked design option. In the case of visual resources, single level and stacked design options would result in distinctive visual characteristics that are described in detail below. However, the number of inmates housed at SQSP would have no bearing on this issue because it would not change the number of buildings constructed at the site. Therefore, budgeted and maximum capacity conditions are not considered in this analysis.

Visual simulations of the project for both single level and stacked design options were prepared for 5 representative viewpoints in the surrounding vicinity. The methodology used to prepare the visual simulations is described in Appendix B. This visual resource analysis is based on field surveys of the site and surrounding areas and interpretation and analysis of existing views of the project site compared to simulated views of the project site (under both design options) in relation to the surrounding vicinity. Although, CDC is not subject to the requirements of local plans and policies, the visual resource plans and policies of local jurisdictions are described below. An analysis of the project's consistency with such plans and policies is presented in Section 4.4, Land Use Plans and Policies, of this Draft EIR.

4.1.1 EXISTING CONDITIONS

VISUAL SETTING

The project site is located along the shoreline of San Francisco Bay at the southern edge of the San Quentin Peninsula. In general, SQSP is located in a relatively undeveloped area of the generally urbanized Marin County. SQSP is separated from most surrounding land uses by the San Francisco Bay on the south and east, and the prominent ridgeline of San Quentin Peninsula on the north. Residential and commercial areas of the City of Larkspur are located approximately 1 mile west of the site (Exhibit 4.1-1).

The visual setting of the project site consists of open undeveloped/graded areas, the prominent topography of Dairy Hill, existing aged buildings associated with current and past prison operations, and the organized neighborhood of prison employee residences, set against a dramatic visual backdrop of large and architecturally distinctive prison buildings. In general, the less developed areas of the site are located near west gate and the center of the site, and development increases towards the eastern portions of the site. Sir Francis Drake Boulevard is located along the northern border of the project site and the main SQSP facilities and residential areas of San Quentin Village are located east of the site.

Because of its history, dramatic appearance, and extended presence dating back to the 1850s in Marin County, the existing SQSP facilities are well known and sometimes sought out by local viewers. SQSP facilities have frequently been used in film (television and movies), because both of their "traditional" prison appearance and the associated history. The main SQSP buildings, with their ochre and brick colors, height (over 100 feet tall), and dominating appearance, are often described as "castle-like," or as what one "expects a prison to look like." The existing buildings, by virtue of their history, age, and appearance, are an integral part of the local landscape.

The distinguished architectural style of SQSP and the prominence of onsite structures in a relatively undeveloped area of the County highlights its location within the regional viewshed. SQSP is visible from areas and local communities to the west and south including from the cities of Corte Madera and Larkspur. Views of the site from northern communities (i.e., San Rafael) are obstructed because of the intervening terrain of the San Quentin Ridgeline. Views of SQSP are generally located in mid-distance and background views depending on the specific location of viewpoints within Corte Madera and Larkspur. In general, views of SQSP from areas within Larkspur primarily consist of mid-distance views, while views of SQSP from Corte Madera are primarily background views. Foreground views (i.e., close-range views) of the project site are only available from a few locations along Sir Francis Drake Boulevard and from the bay (to passersby on the ferry and to recreationalists). Residents of San Quentin Village do not have views of the project site because of the presence of intervening terrain and the existing prison.

Because SQSP is a prison facility, it is required to operate 24 hours per day. Nighttime illumination of SQSP is required to provide adequate safety and security. As a result of its location, in a relatively undeveloped area, the prison's existing nighttime lighting sources (i.e., high mast lighting, pole-mounted bollards, and perimeter lighting) are a dominate light source in the local viewshed. Because the project site houses minimum security inmates, lighting at the site is somewhat reduced compared to other portions of SQSP. In general, nighttime lighting sources at the project site consist of perimeter lighting on existing buildings and prison employee residences, and some pole-mounted lighting around the perimeter of the project site. The main prison facilities located immediately east of the project site are substantially more lit up at night with high-mast lighting illuminating the yard areas and buildings. Other, less prominent nighttime lighting sources in the local area include the residential and commercial areas of Larkspur Landing, the Larkspur Ferry Terminal, and the city/town centers of Larkspur and Corte Madera, respectively.

VISIBILITY FROM LOCAL VIEWPOINTS

Offisite areas with views of the project site can be divided into 3 major viewsheds: the Corte Madera/ Larkspur viewshed, the Larkspur Ferry boat viewshed, and the Sir Francis Drake Boulevard viewshed. The only areas within SQSP that has views of the project site include the onsite prison employee residences and the main prison facilities. Because the prison employee residences have existing views of the main facilities of SQSP, the residences are on the project site and are a prison-related use, views of the project site from these residences would not be considered a sensitive public view, and therefore, are not evaluated further in this section. Although San Quentin Village, a local residential community, is located adjacent to SQSP near east gate, residents of this community do not have views of the project site because of existing topography and intervening prison buildings, and new prison facilities would not be visible from this local viewshed.

Views of the project site would be available from several public and private locations; representative viewpoints were selected to characterize the visual changes that would occur with implementation of the project under both the single level and stacked design options. Viewpoints were selected where publicly-accessible direct views (i.e., unobstructed) of the site were available. Although, some private views of the site are available, the selected viewpoints would provide a realistic representation of the visual changes anticipated to occur with implementation of the project. Based on EDAW's field-reconnaissance survey of potential representative viewpoints, 5 viewpoints were selected for consideration in this analysis. These viewpoints represent the 3 major viewsheds with views of the project site and include: Larkspur ferry viewpoint, Sir Francis Drake Boulevard (north) view point, Sir Francis Drake Boulevard (west) viewpoint, Larkspur Ferry terminal viewpoint, and Corte Madera viewpoint. In addition to being representative, these viewpoints also provide the most prominent available local views of the site.

Photographs of existing site conditions were taken from each of the 5 viewpoints. These photographs were then used to prepare daytime photo simulations of the project under the single level and stacked design option. In addition, nighttime photographs from 4 of the representative viewpoints were taken to prepare nighttime simulations of the project under both the single level and stacked design options. Photographs were not taken at night from the Larkspur Ferry for 2 reasons: 1) it does not operate after 8:45p.m., so nighttime viewing opportunities are limited; and 2) technical limitations (need for long exposure times at night) did not allow for representative photographs from a moving boat. The following describes the existing visual setting of the project site from each of the 5 representative viewpoints. The viewpoint discussions are organized by the major viewsheds. Exhibit 4.1-1 identifies the location of the representative viewpoints and where the site was photographed.

Corte Madera/Larkspur Viewshed

The project site is visible from several shoreline and hillside areas of the City of Larkspur and the Town of Corte Madera. Views of the site are available across San Francisco Bay and would primarily be mid-distant and background views. Exhibit 4.1-2a depicts the existing daytime views of the project site from the trailhead along the Bay Trail in the Corte Madera Ecological Preserve. This viewpoint is located south of the project site across San Francisco Bay. Views of the preserve and San Francisco Bay are present in the foreground and mid-distant views, respectively. The large cell blocks of the main prison facilities are visible in the background. In general, the development at SQSP is most concentrated in the eastern portion (right side of photograph) of the prison property and decreases towards the western areas of the project site (left side of photograph). The landform of Dairy Hill and the guard tower that sits upon Dairy Hill are visible on the project site, and the training buildings located near west gate are visible to the left (west) of Dairy Hill. The project site appears to be relatively undeveloped with a few buildings located along the shoreline of the project site. Overall, the project site blends in with and is somewhat dominated by the undeveloped hillside areas to the north. Exhibit 4.1-3a presents the existing nighttime views from the Corte Madera Ecological Preserve. Similar to the daytime views, the project site is visible in the background. The existing SQSP facilities are a dominant nighttime lighting source in the project area. The project site appears as a relatively darkened area between the main prison facilities (to the right of the project site) and the lighting sources near/at the west gate (to the left of the project site).

Exhibit 4.1-4a depicts existing daytime views of the project site from the Larkspur Ferry Terminal west of the project site. Views of San Francisco Bay and the San Quentin Ridgeline are available in the foreground and middle ground. Dairy Hill and the existing cell blocks of SQSP are visible in the background. Dairy Hill appears to be an isolated landform because of the existing prison support buildings at west gate and the main prison facilities. Because of its height, from this viewpoint, Dairy Hill blocks views of most of the existing prison facilities. Exhibit 4.1-5a presents the existing nighttime views of the project site from Larkspur Ferry Terminal. It should be noted that this viewpoint was located in a slightly different location than the daytime viewpoint location. Because nighttime photographs were taken after the Ferry Terminal had closed, the nighttime photograph from this viewpoint was in a location at the Ferry Terminal that was publicly accessible at that time. Similar to other nighttime views, the SQSP is the dominant light source in the local area. The lighting from the main prison facilities illuminates the nighttime sky and from this viewpoint outlines Dairy Hill. Some lighting sources from west gate are visible to the left of Dairy Hill.

Ferry Boat Viewshed

The Larkspur ferry passes south of the site as it travels from the Larkspur Ferry Terminal to the San Francisco ferry building. Passengers on the ferry have direct, short-term, and close-up views of the project site and SQSP. In general, passengers on the ferry boat would have a foreground view of the project site for approximately 2 minutes as the boat passes directly in front of the site. Exhibit 4.1-6a

depicts existing daytime views of the project site from the ferry boat southwest the project site. The project site is visible in the foreground and occupies the majority of this view. Dairy Hill is the prominent landform feature in the western portion (left area of the photo) of the site and an existing guard tower is visible on top of the hill. From this viewpoint, the natural topography of Dairy Hill blends with background undeveloped hillside areas north of the project site and the San Quentin Ridgeline is visible north of the site. The existing perimeter roadway and recycling and salvage facilities are visible near the shoreline with some obstructed views of the existing barracks buildings behind these facilities. The large cell block buildings of the main SQSP facilities are visible to the right (east) of the project site and appear to tower over all other structures at SQSP. Towards the center of the site the top rim of the existing water storage tank is visible along the ridgeline. A large tree is present in the center of the project site.

As previously explained, nighttime photos from the ferry boat were not evaluated because the ferry ceases its operations at 8:45 p.m. and technical limitations make nighttime photographs infeasible.

Sir Francis Drake Boulevard Viewshed

Views of the project site are available from some isolated viewpoints along Sir Francis Drake Boulevard. The two most prominent viewpoints of the site from Sir Francis Drake Boulevard were selected for evaluation. Exhibit 4.1-7a presents the existing daytime view of the project site from the road looking directly south at the project site. Because of the vehicle speeds along Sir Francis Drake Boulevard, motorists would only have very limited short-term views as they pass the site in either the eastbound or westbound direction. To view the site from this location drivers and/or passenger would need to look over their shoulder at the time they pass by a limited open viewing area. In general, expansive views of the SQSP are obstructed by existing vegetation, although the selected viewpoint provides an open view of the site. Some existing prison residential housing is visible in the foreground, with more distant views of the project site south (behind) of the homes. Dairy Hill, a storage building, and a guard tower are visible in the center of the photo with views of the existing prison barracks buildings located at lower elevations to the left of Dairy Hill. Some limited views of San Francisco Bay are available; however, views of most open water areas appear to be blocked by Dairy Hill. The ridgeline areas of Corte Madera are visible in the distant background of the photo. Exhibit 4.1-8a presents the existing nighttime views of the project site from this viewpoint. Under nighttime conditions, the lighting sources from the existing onsite facilities are visible and illuminate the developed portion of the project site. With the exception of a few trees, the existing prison employee residences are not visible in the foreground. The east slope of Dairy Hill is illuminated from light cast by existing lighting sources; however, the guard tower and storage building are not illuminated and are not visible. Lighting from residential areas along the shoreline of Corte Madera is visible in the distant background.

Exhibit 4.1-9a presents existing daytime views of the project site from the Sir Francis Drake Boulevard viewpoint west of the site. This viewpoint is located near west gate and looks southeast at the project site. Motorists on Sir Francis Drake Boulevard would only have views of the project site at this viewpoint when traveling in the eastbound direction because of the existing curvature of Sir Francis Drake Boulevard near west gate. Motorists traveling in the westbound direction would be turning away from the site as Sir Francis Drake Boulevard curves around hillside areas north of the site. Motorists traveling in this direction would need to look back over their shoulder to the rear as they pass the site. Because of the limited sighting distances at this point along Sir Francis Drake Boulevard, motorists would not have views of the site as they would necessarily be focusing on roadway conditions. Motorists traveling in the eastbound direction would have direct views of the site and the photograph is representative of this view. The existing prison support buildings adjacent to west gate are visible in the foreground. Views of Dairy Hill, a storage building, a guard tower, and San Francisco Bay are available in middle ground, and views of the existing main SQSP facilities are available in the background. From this viewpoint, the large cell blocks of SQSP appear to tower over part of the project site. The guard tower on Dairy Hill is an isolated

feature from this view. In the right portion of the photo, views of the ridgeline areas of Corte Madera are available in the distant background. No views of exiting facilities or residences on the project site are available because they are blocked by the topography of Dairy Hill. Exhibit 4.1-10a presents the existing nighttime view of the project site from this viewpoint. During nighttime hours the minimal lighting sources at the prison support buildings (adjacent to west gate) are visible and provide some illumination in the foreground. The majority of nighttime lighting from the project site is not visible from this viewpoint because it is blocked by Dairy Hill. Some dull lighting from the recycling (RASP) facility is visible along the shoreline of San Francisco Bay south (to the right) of Dairy Hill. The high-mast and perimeter lighting sources of the main prison facilities brightly illuminate existing facilities and highlight the faint silhouette of Dairy Hill, the storage building, and the guard tower.

4.1.2 REGULATORY BACKGROUND

The visual appearance of the shoreline and San Francisco Bay are of high priority in the planning documents of regional and local jurisdictions. Planning documents from adjacent areas with specific or general policies regarding the visual quality of SQSP or adjacent shoreline areas are discussed below.

CALIFORNIA SCENIC HIGHWAY PROGRAM

The California Department of Transportation (Caltrans) administers the California Scenic Highway Program. The goal of the program is to preserve and protect scenic highway corridors from changes that would affect the aesthetic value of the land adjacent to highways. Although no designated scenic highways would have views of the project site, limited views of the project site are available from a portion of Highway 101 that is eligible for listing as a designated State scenic highway. Highway 101 is located approximately 2 miles west of the project site. Highway 101 is a large transportation corridor and views of the site would only be available for a short period of time as drivers pass by the site at high rates of speed. Because views of the project site would be distant and limited because of vehicle speeds, existing development and intervening terrain, this view was not considered a major viewpoint.

SAN FRANCISCO BAY PLAN- SAN FRANCISCO BAY CONSERVATION AND DEVELOPMENT COMMISSION

The BCDC has adopted several policies regulating waterfront development. These policies are found in the Appearance, Design, and Scenic Views chapter of the San Francisco Bay Plan. The policies that would be applicable to the project include the following:

- **Policy 1.** To enhance the visual quality of development around the Bay and to take maximum advantage of the attractive setting it provides, the shores of the Bay should be developed in accordance with the Public Access Design Guidelines.

- **Policy 2.** All bayfront development should be designed to enhance the pleasure of the user or viewer of the Bay. Maximum efforts should be made to provide, enhance, or preserve views of the Bay and shoreline, especially from public areas, from the Bay itself, and from the opposite shore. To this end, planning of waterfront development should include participation by professionals who are knowledgeable of the Commission's concerns, such as landscape architects, urban designers, or architects, working in conjunction with engineers and professionals in other fields.

- **Policy 3.** In some areas, a small amount of fill may be allowed if the fill is necessary-and is the minimum absolutely required-to develop the project in accordance with the Commission's design recommendations.

- **Policy 4.** Structures and facilities that do not take advantage of or visually complement the Bay should be located and designed so as not to impact visually on the Bay and shoreline. In particular, parking areas should be located away from the shoreline. However, some small parking areas for fishing access and Bay viewing may be allowed in exposed locations.

- **Policy 8.** Shoreline developments should be built in clusters, leaving open area around them to permit more frequent views of the Bay. Developments along the shores of tributary waterways should be Bay-related and should be designed to preserve and enhance views along the waterway, so as to provide maximum visual contact with the Bay.

- **Policy 10.** Towers, bridges, or other structures near or over the Bay should be designed as landmarks that suggest the location of the waterfront when it is not visible, especially in flat areas. But such landmarks should be low enough to assure the continued visual dominance of the hills around the Bay.

- **Policy 12.** In order to achieve a high level of design quality, the Commission's Design Review Board, composed of design and planning professionals, should review, evaluate, and advise the Commission on the proposed design of developments that affect the appearance of the Bay in accordance with the Bay Plan findings and policies on Public Access; on Appearance, Design, and Scenic Views; and the Public Access Design Guidelines. City, county, regional, state, and federal agencies should be guided in their evaluation of bayfront projects by the above guidelines.

MARIN COUNTYWIDE PLAN 1994- COUNTY OF MARIN

Although the project would not be subject to the local policies of the Marin Countywide Plan, the project site is located within the County's Bayfront Conservation Zone (Marin County Planning Department 1994). The Countywide Plan contains aesthetic and scenic quality policies for the Bayfront Conservation Zone. Relevant policies are as follows:

- **Policy EQ-2.72.** Viewshed Protection. The County shall protect visual access to the bayfront and scenic vistas of water and distinct shorelines through its land use and development review procedures. This viewshed protection is essential for the preservation of Marin County and San Francisco Bay identity, for the enhancement of aesthetic qualities, and for visual and psychological relief from adjacent urban environments.

- **Policy EQ-2.73.** View Corridor Identification and Enhancement. Existing built elements, such as overhead utilities, which detract from the shoreline and marsh landscape should be eliminated or blended into the environment. Sites with opportunities for near and distant views of the bayfront and bay should be identified, protected and enhanced by improvements (turnouts, benches, etc.) where possible. View corridors and a low profile should be maintained on adjoining sites as well.

- **Policy EQ-2.74.** Design of Waterfront Development. Waterfront development should be designed for openness and to permit optimal views for public enjoyment of the bayfront.

- **Policy EQ-3.11.** Visual Qualities and Views. Visual qualities and the viewing potential of the natural and built environment shall be considered in any project or operation review. Tree cutting and damage shall be avoided wherever possible.

CITY OF SAN RAFAEL GENERAL PLAN 1998- SAN RAFAEL COMMUNITY DEVELOPMENT DEPARTMENT

The San Rafael General Plan does not specifically mention the site or the existing SQSP. However, it does acknowledge the scenic importance of visual features of the bayfront. Policies are primarily directed at preventing obstruction of views of the bay and shoreline from San Rafael.

LARKSPUR GENERAL PLAN 1990- CITY OF LARKSPUR

SQSP is located within the City of Larkspur's sphere of influence. The Larkspur General Plan contains plans and policies related to aesthetic resources that include preserving the natural bay frontage and values views of these areas.

CORTE MADERA GENERAL PLAN 1989- TOWN OF CORTE MADERA

The Town of Corte Madera is located across the bay and southwest of the site. The site can be viewed from some areas in Corte Madera. The Corte Madera General Plan does not specifically mention SQSP, but does contain general policies aimed at protecting scenic viewsheds, including the following:

- **Policy 2.6.c.** Preserve views of ridges, wooded areas, wetlands, and open water in accordance with guidelines to be prepared that balance view presentation against development opportunities (Town of Corte Madera 1989).

4.1.3 ENVIRONMENTAL IMPACTS OF THE PROJECT

THRESHOLDS OF SIGNIFICANCE

The project would result in significant visual impacts if it would:

- have a substantial adverse affect on a scenic vista;
- substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- substantially degrade the existing visual character or quality of the site and its surroundings; and/or
- create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

METHODOLOGY

This visual resource analysis is based on field surveys and review of existing and simulated views of the site in relation to the surrounding vicinity. Both the single level and stacked design options are considered in this analysis. For the analysis that follows, each simulated photograph of the single level and stacked design options for both day and nighttime conditions was compared to the photograph depicting existing views of the site from the selected viewpoint. The visual comparison included identification of how the project would change foreground, mid-ground, and background views of the project site and surrounding vicinity, how the project would affect views of ridgeline or open water areas, and how the project would affect views of existing facilities at SQSP. In addition, a discussion of how the visual character of the proposed buildings would blend with existing onsite buildings was also

provided. This comparison was then summarized for each viewpoint and presented in the following impact analysis. The discussion of the viewpoints is organized by the 3 major viewsheds.

Both the single level and stack design options would introduce buildings with different design characteristics than the existing buildings on the project site and the rest of San Quentin. As described, existing views of the project site are dominated by Dairy Hill, which will be removed to accommodate both design options. Current buildings on the site are unremarkable and visually (depending on the viewpoint) range from unnoticeable and visually dominated by the old cell blocks of the adjacent prison facilities, to drab, plain, and somewhat rundown in appearance. They do not visually dominate any viewshed. Existing SQSP facilities that dominate the viewshed are the relatively tall, old, "castle-like" structures.

Under the single level design option, relatively low buildings would be constructed on the site (25 feet tall). Under the stacked design option, taller buildings (44 feet high) would be constructed. In either instance, buildings would be modern, blockish and plain, and institutional in appearance. New State prisons are designed with utilitarian purposes, and their architecture is unremarkable. Typically, buildings are painted (neutral colors) concrete. Additional description of project facilities is provided below.

SCENIC VISTAS AND RESOURCES

The project site is not visible from a designated State Scenic Highway and would not have an adverse visual impact on any such facilities. No visually significant scenic resources (i.e., trees or rock outcroppings) are located on the project site or in the project vicinity. As a result, the project would not have an adverse impact on any such resources.

With respect to scenic vistas, the remainder of this analysis addresses scenic vistas of each of the two design options from specific representative viewpoints. Conclusions with respect to this issue are provided in the next section of this analysis.

The project site is not visible from a State-designated scenic highway and does not support any visually significant scenic resources (i.e., trees and rock outcroppings). As a result the project would not have a substantial adverse effect on any such resources. This would be a less-than-significant scenic view impact (Impact 4.1-a).

VISUAL CHARACTER AND QUALITY

The project site is located in a visually sensitive setting, on the shoreline of San Francisco Bay. The shoreline represents an important visual amenity in the region and is visible from many surrounding locations. The visual effects of the project would be caused primarily by disturbance or alteration of the physical features of the project site. With implementation of the project (under either design option) Dairy Hill would be graded, removed, and lowered to near sea level elevations, and all existing prison facilities would be removed from the project site. In general, and as described above the single level design option would result in the construction of buildings approximately 25 feet tall, installation of new perimeter and high-mast lighting, construction of guard towers (approximately 34 feet tall), and construction of an electrified fence. Under the stacked design option, a fewer number of housing buildings would be constructed, but these buildings would be taller (i.e., approximately 44 feet) than the single level design option to meet needed space requirements for proposed housing and programs. The required square footage is the same between both design options. Guard towers, the electrified fence, and other prison support buildings would be constructed under this alternative and would be of the same size as the single level design option. Because of the larger footprint required to construct the single level design option, all prison employee residences located on the project site would be removed, whereas no employee residences would be removed under the stacked design option.

CDC has specific design guidelines for exterior lighting fixtures. These guidelines require exterior lighting to be designed to avoid discomfort and minimize glare with respect to correctional staff in guard towers, control/observation areas, and adjacent properties (offsite). Under either design option, lighting fixtures would be mounted on 30-foot-tall poles along the perimeter fenceline and would be designed to achieve 3 foot-candles. A foot-candle is the amount of light produced one foot away from an object and is a unit of illumination, or a measurement of light at an illuminated object. Similar to existing lighting at the site, high-mast lighting with glare cut-off shields would be placed throughout the secure area of the CIC. Approximately 20 high-mast lights that are approximately 60-feet tall would be constructed. Each mast would have 4–6 1000 watt high pressure sodium luminaries per pole. The number and placement of high-mast lighting would be designed in compliance with CDC standards and similar to lighting at other existing prisons.

The following visual analysis is organized by the 3 major viewsheds (5 viewpoints) and describes the simulated daytime and nighttime visual changes that would occur with implementation of the project under the single level and stacked design option. The intent of the following discussion is to objectively describe how views of the site would change when viewed from several representative viewing areas. This analysis does not attempt to document how views of the site would change from every possible viewpoint in the local area. Rather, it depicts the project from the key, representative viewpoints. The conclusions drawn from the analysis of the representative viewpoints can be generally interpreted to reflect the visual change from similar viewpoints that were not included.

Corte Madera/Larkspur Viewshed

Simulated daytime and nighttime views of project development conditions from the Corte Madera viewpoint are presented in Exhibit 4.1-2b and 4.1-2c and Exhibit 4.1-3b and 4.1-3c, respectively. Simulated daytime and nighttime views of project development conditions from the Larkspur Ferry Terminal viewpoint are presented in Exhibit 4.1-4b and 4.1-4c and Exhibit 4.1-5b and 4.1-5c, respectively.

Single Level Design Option

Corte Madera Viewpoint

From the Corte Madera viewpoint, simulated daytime foreground and middle ground views of the Corte Madera Ecological Preserve and San Francisco Bay would be unchanged. The most noticeable change in the visual setting would be that new facilities would be visible along shoreline areas of San Francisco Bay and would appear to extend the developed areas of SQSP to the west (left) (Exhibit 4.1-2b). The proposed buildings would appear from this viewpoint to be of similar size, though slightly smaller, adjacent existing prison facilities would not interfere with San Quentin Ridgeline, and would not block views of the undeveloped areas north of the site. Overall, the existing SQSP cell blocks (in the right portion of the photo) are the largest and most dominant buildings at SQSP. The project would not alter the architectural features of the cell blocks. The project site occupies only a small portion of the viewshed and would not alter existing architectural features at SQSP, nor would it alter the form or quality of the viewshed. Consequently, the project would not substantially affect daytime views from this viewpoint.

Under the single level design option, CDC would construct buildings that would appear to be of similar size as adjacent existing prison facilities. These buildings would not substantially alter the daytime viewshed from the Corte Madera viewpoint because they would not interfere with the San Quentin Ridgeline, would not block views of the undeveloped areas north of the site, would not alter the existing architectural features of SQSP, and would not alter the form or quality of the viewshed. Therefore, this would be a less-than-significant visual impact (Impact 4.1-b).

The project site currently supports minimal lighting sources that appear to be scattered throughout the site (Exhibit 4.1-3a). With implementation of the project (single level design option), lighting would be more uniform across the site and of similar intensity as adjacent prison facilities. Nighttime views of the project site would not substantially differ from existing nighttime views at the Corte Madera viewpoint. Although, the project would create some new lighting sources in a relatively dark area of SQSP, these sources would not dominate the viewshed and would not substantially increase the amount and character of lighting at SQSP.

Because the project would not substantially alter nighttime lighting from the Corte Madera viewshed under the single-level design option, nighttime light and glare impacts would be less-than-significant (Impact 4.1-c).

Larkspur Ferry Terminal Viewpoint

From the Larkspur Ferry Terminal viewpoint, simulated daytime foreground and middle ground views of San Francisco Bay and San Quentin Ridge would be unchanged (Exhibit 4.1-4b). Project facilities would be in the background viewshed. The most noticeable change in the visual setting would be that views of the existing SQSP facilities would become available with removal of Dairy Hill. The proposed buildings would be located substantially below the existing elevation of Dairy Hill and as a result would allow direct views of the main prison cell blocks behind the project site. From this viewpoint, the project site would only occupy a small portion of the entire viewshed. Further the proposed buildings would continue the existing organized developed view of SQSP. Because of their limited height in relation to existing SQSP buildings, the proposed buildings would not substantially alter the viewshed from this viewpoint. Although the overall viewshed would change from existing conditions, the project would be visually consistent with current conditions.

Under the single level design option, the CDC would construct buildings that are smaller and have less mass than existing buildings on the site. Diary Hill would be removed, exposing more of the existing buildings as seen from the Larkspur Ferry Terminal. While this is a change from current conditions, the project would be visually consistent with current conditions and the change would be a less-than-significant impact (Impact 4.1-d).

Under nighttime conditions, the most noticeable change at the project site is that views of the existing SQSP facilities would become available (Exhibit 4.1-5b). The project appears to blend in with the existing SQSP facilities and lighting appears more uniform across the site. The removal of Dairy Hill would result in expanded views of nighttime lighting on the site and would increase reflection along shoreline area near the northwest portion of the site; however, this increase would not result in a substantial increase in the level of illumination along San Quentin Peninsula. Overall, the amount and character of nighttime lighting on the project site and in the project area would not substantially change with implementation of the project.

Because the project would not substantially alter nighttime lighting from the Larkspur Ferry Terminal viewshed under the single-level design option, nighttime light and glare impacts would be less than significant (Impact 4.1-e).

Stacked Design Option

Corte Madera Viewpoint

From the Corte Madera viewpoint, simulated daytime foreground and middle ground views of the Corte Madera Ecological Preserve and San Francisco Bay would be unchanged. The most noticeable change in

the visual setting would be that new facilities would be visible along shoreline areas of San Francisco Bay and would appear to extend the developed areas of SQSP to the west (left) (Exhibit 4.1-2b). Implementation of the project would place relatively tall structures near the shoreline. As shown in Exhibit 4.1-2c, the stacked design would give the project site a second set of prominent structures, adding this project to the existing SQSP cell blocks. These facilities would not interfere with the San Quentin Ridgeline and would not block views of the undeveloped areas north of the site. The existing SQSP cell blocks (to the right of the site) would continue to be the tallest structures on the project site. Although, the project would not alter the architectural features of the existing cell blocks, the project would introduce new prominent structures in the viewshed that would not apparently visually blend with adjacent SQSP structures, especially given their more plain appearance.

Under the stacked design option, CDC would construct relatively tall buildings along the shoreline of San Francisco Bay. These buildings, when viewed from the Corte Madera viewpoint, would add a new dominant feature in the overall viewshed that would not necessarily blend in with existing structures on the site. This would be a significant visual impact (Impact 4.1-f).

The project site currently supports minimal lighting sources that appear to be scattered throughout the site (Exhibit 4.1-3a). With implementation of the project (stacked design option), lighting would be more uniform across the site and of similar intensity as adjacent prison facilities. Because of the tall (i.e., 44 feet) structures that would be located at the site, and the reflection of nighttime light from these buildings, the project would increase area and intensity of lighted areas at the project at SQSP. Residents near Corte Madera would perceive a brighter glow from the SQSP. However, because of the distance of the project site from this viewpoint, and the presence of existing nighttime lighting sources at SQSP, the project would not substantially increase nighttime lighting sources in the area such that it would adversely affect nighttime views from this viewpoint.

Because of the distance of the project site from Corte Madera, and the presence of existing nighttime lighting sources at SQSP, the project would not substantially increase nighttime lighting sources in the area such that it would adversely affect nighttime views from this viewpoint. Therefore, this would be a less-than-significant nighttime visual impact (Impact 4.1-g).

Larkspur Ferry Terminal Viewpoint

From the Larkspur Ferry Terminal viewpoint (Exhibit 4.1-4c), simulated daytime foreground and middle ground views of San Francisco Bay and San Quentin Ridge would be unchanged. The most noticeable change in the visual setting would be that the proposed facilities would be the dominant feature in this viewshed. Dairy Hill currently blocks most views of the existing SQSP facilities from this viewpoint (Exhibit 4.1-4a). This natural feature would be replaced by visually dominant buildings, which would more prominently block views of the existing SQSP facilities. Only the roofline areas of the existing SQSP cell blocks would be visible behind the project site. Additionally, the buildings would appear to further dominate the San Francisco Bay waterfront. Although the project would not alter foreground views or interrupt San Quentin Ridgeline, the project would introduce new prominent structures in the viewshed that would block existing available views of the architecturally distinct SQSP. From this viewpoint and under the stacked design option, the plain, blockish and unremarkable architecture of the new structures would dominate part of the viewshed, and would substantially alter the appearance of SQSP. This would be a significant visual impact.

Under the stacked design option, CDC would construct relatively tall building along the shoreline of San Francisco Bay. These buildings when viewed from the Larkspur Ferry Terminal viewpoint would add a new dominant feature in the overall viewshed and would block existing available views of the

architecturally distinct SQSP. Buildings would be plain and blockish, and would not have the visual character of the old SQSP buildings. This would be a significant visual impact (Impact 4.1-h).

Similar to daytime conditions, simulated nighttime views would include large prominent structures along the shoreline of San Francisco Bay that would block nighttime views of existing SQSP facilities (Exhibit 4.1-5c). The overall level of illumination and glow at the site would increase with implementation of the project, but the increase in lighting would not be substantially noticed given current nighttime lighting. The combination of increased lighting and partial blockage of nighttime views of SQSP would result in a substantial change in the viewshed at night, and this would be a significant impact.

Because the stacked design option would partially block nighttime views of the existing old SQSP buildings and would add a new lighting source to the site, this combination of factors would result in a significant effect on the nighttime viewshed from the Larkspur Ferry Terminal (Impact 4.1-i).

Ferry Boat Viewshed

Simulated daytime views of project development conditions from the ferry boat viewpoint are presented in Exhibit 4.1-6b and 4.1-6c. As discussed earlier, nighttime photographs from the ferry were not possible because of the time the boat runs (only until 8 p.m.) and technical limitations to photography.

Single Level Design Option

From the Larkspur Ferry viewpoint, viewers would have close-range views of the project site that would change from a relatively undeveloped or low density developed viewshed to an organized developed landscape. The most noticeable change in the visual setting would be that new facilities would be located along shoreline areas of San Francisco Bay and would appear to be located closer to the bay compared to existing facilities. The project would begin to intrude on, but would not interfere with San Quentin Ridgeline and would continue to facilitate views of the undeveloped hillside areas north of the site. Although, views the existing SQSP cell blocks would not be altered from this view point, the project would block some views of existing SQSP facilities near the center of the project site. Overall, the project would be the dominant visual feature from this viewpoint, and would introduce a plain, blockish, institutional facility to a sensitive viewshed. This would be a significant impact.

Under the single level design option, the project would construct new facilities along the shoreline of San Francisco Bay. Although these facilities would not interfere with the San Quentin Ridgeline, would not block views of the undeveloped hillside areas north of the site, and would not block views of the existing SQSP cell blocks the project would introduce a new dominant structure to the viewshed The structure would have plain institutional architecture. This would be a significant visual impact (Impact 4.1-j).

Because of the time of year when the Draft EIR was prepared and the limited nighttime ferry schedule, existing nighttime lighting from this viewpoint was not observed. However, given the proximity to the existing prison facilities and based on other viewpoints, it is expected that the site would be well lit from the ferry, but the intensity of lighting would be low. It is likely that high mast lights at the adjacent SQSP facilities would be more dominant in the viewshed. The proposed project would add a new source of lighting to the viewshed, and high mast lights would be added in closer proximity to the ferry route. These lights would be designed to not cast glare off the site. Depending on the time of year, between 0 (summertime) and 7 boats (early winter) would be exposed to nighttime lighting on weekdays, based on schedules and sunset times. On weekends, exposure would be far more limited because far fewer boats operate. It is acknowledged that this type of analysis is highly subjective. However, because the nighttime ferry schedule is so limited, opportunities to be exposed to the increased nighttime lighting would also be limited. Further, SQSP would still provide a visual anchor to viewers. While adverse,

because the exposure to this lighting would be so limited, it would not be considered substantial. Therefore, this impact would be less than significant.

Because the project would not result in substantial exposure to new nighttime lighting from the Larkspur ferry viewshed under the single level design option (because of limited ferry operations at night), nighttime light and glare impacts would be less than significant (Impact 4.1-k).

Stacked Design Option

From the Larkspur Ferry viewpoint, viewers would have close-range views of the project site that would change from a relatively undeveloped or low density developed landscape to an organized developed landscape. The most noticeable change in the visual setting would be that new, tall facilities would be located along shoreline areas of San Francisco Bay and would appear to be located closer to the bay compared to existing facilities. Further, project facilities would interfere with San Quentin Ridgeline and block views of the undeveloped hillside areas north of the site. The views of the existing SQSP cell blocks would be blocked over a large part of the viewshed. Overall, the tall, blockish, plain project building would be the dominant visual feature from this viewpoint.

Under the stacked design option, the project would include new facilities along the shoreline of San Francisco Bay. These facilities would block a large part of the viewshed and would introduce a new dominant structure to the viewshed. This would be a significant visual impact (Impact 4.1-l).

Nighttime lighting conditions would be similar with the stacked design option when compared to the single level option. However, in addition to adding a new light source, existing views of much of the old SQSP would be blocked. Similar to the single level option, the analysis of significance is highly subjective. However, in this case it can be argued that the combination of the increased lighting and view blockage would result in a more adverse change when compared with the single level design option. Although views would be limited based on the ferry schedule, because the impact is more adverse, it is considered significant.

Although the project would not result in substantial exposure to new nighttime lighting from the Larkspur ferry viewshed under the stacked design option (because of limited ferry operations at night), nighttime light and glare impacts would be substantial and adverse due to the combination of increased lighting and view blockage from the taller structures. Therefore, this impact would be significant (Impact 4.1-m).

Sir Francis Drake Boulevard Viewshed

Simulated daytime and nighttime views of project development conditions from the Sir Francis Drake Boulevard (north) viewpoint are presented in Exhibit 4.1-7b and 4.1-7c and Exhibit 4.1-8b and 4.1-8c, respectively. Simulated daytime and nighttime views of project development conditions from the Sir Francis Drake Boulevard (west) viewpoint are presented in Exhibit 4.1-9b and 4.1-9c and Exhibit 4.1-10b and 4.1-10c, respectively.

Single Level Design Option

Sir Francis Drake Boulevard (north) Viewpoint

As described in Section 4.4.1, views of the site from Sir Francis Drake Boulevard, as it traverses the northerly boundary of the site, are largely obscured by intervening landscaping. Some peek views are provided, so viewing opportunities would be limited. At points where the project would be visible (see Exhibit 4.1-7b), the viewshed would be substantially altered. All houses in the immediate foreground

would be removed and replaced with low-lying prison buildings. In the foreground/middle ground, the site changes would also be substantial. A number of scattered low-lying structures would be removed, and Dairy Hill, the most prominent visual feature in the middle ground, would be removed. These facilities would all be replaced with low-lying prison buildings. The character of the site would be changed from relatively open, but with most views of the Bay largely blocked by Dairy Hill, to a developed, organized view and with views of the Bay substantially opened up. Unlike the existing SQSP buildings, which are also seen at different points along Sir Francis Drake Boulevard, the new buildings would be blockish, plain, and unremarkable. Although views of the Bay would be opened to drivers, the site character would substantially change, particularly with removal of Dairy Hill and the foreground residences. The balance between the adverse effects of altering the somewhat open, undeveloped viewshed, including removal of Dairy Hill, and the benefits of opening views to the Bay are subjective. For purposes of this analysis, it is acknowledged that the project would beneficially open views of the Bay, but the change in the foreground/middle ground of the viewshed would be substantial and adverse. Therefore, the impact would be significant.

The single level design option would change the viewshed along Sir Francis Drake Boulevard along the north of the site (peek views to the site). All houses on the project site (57 homes) would be removed. Dairy Hill and scattered buildings in the middle ground of the viewshed would be removed. Low-lying prison facilities with plain, unremarkable architecture would be constructed. The background viewshed would be beneficially affected, because removal of Dairy Hill would open up views to the Bay. Foreground and middle ground views would be substantially altered by replacing the existing viewshed with prison facilities. This would be a significant impact (Impact 4.1-n).

Nighttime lighting would also change. The site is currently lit, but both the intensity of lighting and the nighttime viewshed would change. Existing lighting illuminates Dairy Hill, as well as scattered facilities (see Exhibit 4.1-8a). New lighting (Exhibit 4.1-8b) would include several high mast lights which would increase the brightness of lighting at the site, and the view would change from lighting a somewhat open area to lighting of buildings. Based on design parameters, glare would not be cast off the site. Because of the alteration of the viewshed and the addition of lighting, this would be a significant impact.

Nighttime lighting under the single level design option would alter the intensity of lighting on the site as well as the nighttime viewshed along Sir Francis Drake Boulevard north of the site. This change would be significant (Impact 4.1-o).

Sir Francis Drake Boulevard (west) Viewpoint

From the Sir Francis Drake Boulevard (west) viewpoint (4.1-9b), the most noticeable change in the visual setting would be that Dairy Hill will be removed and replaced with large buildings in an organized pattern on the project site. In general, the buildings would be located below the roadway elevation, and removal of Dairy Hill and existing housing and vegetation would provide more open views of the existing SQSP facilities and open water areas (in the left area of the photo). The project facilities would be of a compatible scale with existing adjacent prison facilities (behind the site). Currently, views of the project site consist of aged prison support facilities in the foreground, undeveloped areas of Dairy Hill in the middle ground, and existing prison facilities in the background. With implementation of the project, a consistent, organized development pattern of prison-related structures would be located onsite. The project would change the development characteristics of the site with implementation of the project. Much like the view from Sir Francis Drake Boulevard north of the site, the view approaching from the west would change in a manner that is both beneficial (by opening up views) and potentially adverse, but alternating the visual character of the site through removal of Dairy Hill and replacement of a somewhat undeveloped view with a view of developed facilities with unremarkable, plain buildings.

The proposed single level design option would change the viewshed along Sir Francis Drake Boulevard as drivers approach from the west. Dairy Hill, which dominates the viewshed, would be removed Low-lying prison facilities with plain, unremarkable architecture would be constructed. The background viewshed would be beneficially affected, because removal of Dairy Hill would open up views of the old SQSP buildings and the Bay. Foreground views would be substantially altered by replacing the existing viewshed with prison facilities. This is a significant impact. (Impact 4.1-p)

Under nighttime conditions (4.1-10b), the project would increase the amount of lighting at the project site and the viewshed would be changed from a view of a hillside to a view of an institutional facility. Motorists that would pass by the site would perceive a brighter glow emitted from project facilities compared to what is currently associated with nighttime views of the site. However, obtrusive glare from project facilities would be minimized because the proposed lighting fixtures would be shielded to prevent the casting of light off the project site. Because the amount of lighting would increase and the character of the viewshed would substantially change, this impact would be significant.

Because the intensity of nighttime lighting on the project site and the nighttime visual character would substantially change with implementation of the project, the single level design option would result in significant nighttime lighting impacts from the Sir Francis Drake Boulevard (west) viewpoint (Impact 4.1-q).

Stacked Design Option

Sir Francis Drake Boulevard (north) Viewpoint

From the Sir Francis Drake Boulevard (north) viewpoint (Exhibit 4.1-7c), simulated daytime foreground views of the existing prison residences would be unchanged. The most noticeable change in the visual setting would be that new facilities would be placed in an organized pattern on the project site. In general, views of San Francisco Bay from this viewpoint would be only moderately changed because the proposed buildings would occupy a similar area as Dairy Hill. Further, views of the ridgeline areas in Corte Madera would be unchanged. Although the project would increase the development intensity of the project site, it would not block views of San Francisco Bay (compared to existing condition) or the ridgeline areas of Corte Madera. As described in the discussion of the single level design option (Impact 4.1-o), in the foreground/middle ground, the site changes would be substantial. A number of scattered low-lying structures would be removed, and Dairy Hill, the most prominent visual feature in the middle ground, would be removed. These facilities would all be replaced with mid-rise prison buildings. The character of the site would be changed from relatively open, but with most views of the Bay largely blocked by Dairy Hill, to a developed, organized view. Unlike the single level design option, the stacked design option would not open up views to the Bay. Unlike the old SQSP buildings, which are also seen at different points along Sir Francis Drake Boulevard, the new buildings would be blockish, plain, and unremarkable, and in the case of the stacked design option they would appear to be large. The change in the foreground/middle ground of the viewshed would be substantial and adverse. Therefore, the impact is considered significant.

The proposed stacked design option would change the viewshed along Sir Francis Drake Boulevard along the north of the site (peek views to the site). Dairy Hill and scattered buildings in the middle ground of the viewshed would be removed. Mid-rise prison facilities with plain, unremarkable architecture would be constructed. Foreground and middle ground views would be substantially altered by replacing the existing viewshed with prison facilities. This is a significant impact. (Impact 4.1-r)

Nighttime lighting would also change. The site is currently lit, but both the intensity of lighting and the nighttime viewshed would change. Existing lighting illuminates Dairy Hill, as well as scattered facilities

(see Exhibit 4.1-8c). New lighting would include several high mast lights which would increase the brightness of lighting at the site, and the view would change from lighting a somewhat open area to lighting of mid-rise buildings. Based on design parameters, glare would not be cast off the site. Because of the alteration of the viewshed and the addition of lighting, this would be a significant impact.

Nighttime lighting under the stacked design option would alter the intensity of lighting on the site as well as the nighttime viewshed along Sir Francis Drake Boulevard north of the site. This change would be significant. (Impact 4.1-s)

Sir Francis Drake Boulevard (west) Viewpoint

From the Sir Francis Drake Boulevard (west) viewpoint (Exhibit 4.1-9c), the most noticeable change in the visual setting would be that Dairy Hill would be removed and replaced with large buildings in an organized pattern on the project site. With the exception of two housing units, these buildings would be located below the roadway elevation, and would provide more open views of some existing SQSP facilities. The buildings would be somewhat more distant from the viewpoint than the single level design option. The stacked housing units would block some views of the existing SQSP cell blocks and some open water areas of San Francisco Bay. With implementation of the project, a consistent, organized development pattern of prison-related structures would be located onsite but the buildings would dominate the viewshed with unremarkable, institutional character. However, some project facilities would block views of the existing SQSP cell block and open water areas of San Francisco Bay.

Under the stacked design option, the project would change the development characteristics of the site by placing large buildings in an organized pattern on the site. Because the project buildings would dominate the viewshed with large, unremarkable architectural character and would block some views of existing SQSP facilities and open water areas of San Francisco Bay, the project would result in a significant impact on daytime views from the Sir Francis Drake Boulevard (west) viewpoint (Impact 4.1-t).

Under nighttime conditions, the project would increase the amount of lighting at the project site. Similar to daytime conditions, the proposed housing units would block some views of the existing SQSP cell blocks and would change the view from a hillside to an institutional facility. Because views of the bay are not available during nighttime conditions, the project would have no effect on views of the bay. Motorists that would pass by the site would perceive a brighter glow emitted from project facilities compared to what is currently associated with nighttime views of the site. However, obtrusive glare from project facilities would be minimized because the proposed lighting fixtures would be shielded to prevent the casting of light off the project site. Because the lighting would increase and the dominate character of the viewshed would substantially change, this impact would be significant.

Because the intensity of nighttime lighting on the project the nighttime visual character would substantially change with implementation of the project (under the stacked design option), the project would result in significant nighttime visual impacts from the Sir Francis Drake Boulevard (west) viewpoint (Impact 4.1-u).

4.1.4 PROPOSED MITIGATION MEASURES

LESS-THAN-SIGNIFICANT IMPACTS

The following impacts were identified as less than significant, and therefore no mitigation is required:

4.1-a: Scenic Vistas and Resources

4.1-b: Visual Character and Quality (Corte Madera Viewpoint, Single Level Design Option)

4.1-c: Visual Character and Quality (Corte Madera Viewpoint, Single Level Design Option, Nighttime Light and Glare)

4-1-d: Visual Character and Quality (Larkspur Ferry Terminal Viewpoint, Single Level Design Option)

4.1-e: Visual Character and Quality (Larkspur Ferry Terminal Viewpoint, Single Level Design Option, Nighttime Light and Glare)

4.1-g: Visual Character and Quality (Corte Madera Viewpoint, Stacked Design Option, Nighttime Light and Glare)

4.1-k: Visual Character and Quality (Ferry Boat Viewshed, Single Level Design Option, Nighttime Light and Glare)

SIGNIFICANT AND UNAVOIDABLE IMPACTS

The following visual impacts were identified as significant. Mitigation identified below would substantially reduce the visual effects for all significant impacts listed below.

4.1-f: Visual Character and Quality (Corte Madera Viewpoint, Stacked Design Option)

4.1-h: Visual Character and Quality (Larkspur Ferry Terminal Viewpoint, Stacked Design Option)

4.1-i: Visual Character and Quality (Larkspur Ferry Terminal Viewpoint, Stacked Design Option, Nighttime Light and Glare)

4.1-j: Visual Character and Quality (Ferry Boat Viewshed, Single Level Design Option)

4.1-l: Visual Character and Quality (Ferry Boat Viewshed, Stacked Design Option)

4.1-m: Visual Character and Quality (Ferry Boat Viewshed, Stacked Design Option, Nighttime Light and Glare)

4.1-n: Visual Character and Quality (Sir Francis Drake Boulevard (north) Viewpoint, Single Level Design Option)

4.1-o: Visual Character and Quality (Sir Francis Drake Boulevard (north) Viewpoint, Single Level Design Option, Nighttime Light and Glare)

4.1-p: Visual Character and Quality (Sir Francis Drake Boulevard (west) Viewpoint, Single Level Design Option)

4.1-q: Visual Character and Quality (Sir Francis Drake Boulevard (west) Viewpoint, Single Level Design Option, Nighttime Light and Glare)

4.1-r: Visual Character and Quality (Sir Francis Drake Boulevard (north) Viewpoint, Stacked Design Option)

4.1-s: Visual Character and Quality (Sir Francis Drake Boulevard (north) Viewpoint, Stacked Design Option, Nighttime Light and Glare)

4.1-t: Visual Character and Quality (Sir Francis Drake Boulevard (west) Viewpoint, Stacked Design Option)

4.1-u: Visual Character and Quality (Sir Francis Drake Boulevard (west) Viewpoint, Stacked Design Option, Nighttime Light and Glare)

CDC considered several options to reduce potential significant visual impacts. At the outset of the project, CDC tried to retain Dairy Hill. CDC also tried to retain existing onsite housing. Several design options were explored. Because of the project's space requirements, under no circumstances was CDC able to retain Dairy Hill. Therefore, retention of Dairy Hill is not a feasible mitigation measure. CDC would be able to retain onsite houses if the stacked design option is selected. As discussed in the analysis and shown in the visual simulations, the stacked design option has visual tradeoffs.

A final design consideration that could not be implemented as mitigation is orientation of project buildings to maximize view corridors to the Bay. However, space is highly constrained on the site. Movement of one building requires re-orientation of several others. Simply stated, there was no feasible means available to open more visual corridors to the Bay while at the same time meeting space and security requirements.

Regarding lighting, CDC already uses state of the art lighting in all its new facilities. This lighting is designed to cast light only where needed, and to cut off glare to off site areas. There are no other known measures that CDC can implement that would provide sufficient lighting to maintain security needs.

The following mitigation measures will apply to all of the significant impacts identified above and will be adopted by CDC and incorporated into either of the design options selected.

- CDC will use paint and design elements that reflect the character of the existing and older SQSP facilities to the degree feasible.

- CDC will consult with the Bay Conservation and Development Commission on project design, and will incorporate design features and elements to the degree they are feasible. Factors that CDC will need to consider in feasibility will include cost, safety and security, maintenance, and programming requirements for inmates.

In general, mitigating design elements could include the use of paint in horizontal and vertical bands on the buildings to break up the visual massing of the buildings, use of paint and/or tile cast in concrete to simulate a similar roofline as existing SQSP buildings, and/or the use of other materials (i.e., metal sheeting) to create a visual dimension to the building facades. The details of the design elements that will ultimately be implemented will be decided during the final design process. However, some of these design elements have been simulated to determine their relative effect on views of the project from offsite locations. Exhibits 4.1-11 and 4.1-12 present mitigated design concepts for the proposed project under the stacked design option from the ferry boat viewpoint. The ferry boat view point was selected because it provides the most prominent view of the site and from this viewpoint the proposed buildings are the dominant visual feature. The stacked design option was simulated with mitigation because the proposed buildings are visually dominant above the perimeter fencing. Under the single level design option, design elements to the building façade would be obscured or would not be visible because of the presence of the perimeter fencing.

As can be seen from the visual simulations (Exhibits 4.1-11 and 4.1-12), the vertical and horizontal banding serves to break up and create depth to the buildings. With these design elements, the buildings appear to better blend with other existing onsite buildings. Further, the visual character of the buildings

change from large, blockish buildings, to buildings that are more representative of the aged character of SQSP.

While CDC will make its best effort to design facilities to reduce visual impacts, the project would nevertheless result in a substantial change in the viewshed. Impacts will be substantially reduced by implementation of these measures, but significant and unavoidable impacts would still result from the following viewsheds:

- Corte Madera (stacked option only),
- Larkspur Ferry Terminal (stacked option only),
- Larkspur ferry (both options), and
- Sir Francis Drake Boulevard (north and west of the site) (both options, although the single-level option would open views of the Bay).

Nighttime lighting impacts would also be significant and unavoidable from the following viewpoints:

- Larkspur Ferry Terminal (stacked option only),
- Larkspur ferry (both options), and
- Sir Francis Drake Boulevard (north and west of the site) (both options).

Source: EDAW 2004

Visual Simulation Key: SQSP Condemned Inmate Complex Project

EXHIBIT 4.1-1

NORTH

EDAW

Source: Field of Vision 2004; EDAW 2004

Corte Madera: Existing View from Trailhead In Corte Madera Looking North At The Project Site

EXHIBIT 4.1-2a

Source: Field of Vision 2004; EDAW 2004

Corte Madera: Single Level Design Option (Simulated)

EXHIBIT 4.1-2b

Source: Field of Vision 2004; EDAW 2004

Corte Madera: Stacked Design Option (Simulated)

EXHIBIT 4.1-2c

Source: Field of Vision 2004; EDAW 2004

Corte Madera (Nighttime): Existing View From Trailhead In Corte Madera Looking North At The Project Site

EXHIBIT 4.1-3a

Source: Field of Vision 2004; EDAW 2004

Corte Madera (Nighttime): Single Level Design Option (Simulated)

EXHIBIT 4.1-3b

Source: Field of Vision 2004; EDAW 2004

Corte Madera (Nighttime): Stacked Design Option (Simulated)

EXHIBIT 4.1-3c

Source: Field of Vision 2004; EDAW 2004

Larkspur Ferry Terminal: Existing View Looking East at the Project Site

EXHIBIT 4.1-4a

Source: Field of Vision 2004; EDAW 2004

Larkspur Ferry Terminal: Single Level Design Option (Simulated)

EXHIBIT 4.1-4b

Source: Field of Vision 2004; EDAW 2004

Larkspur Ferry Terminal: Stacked Design Option (Simulated)

EXHIBIT 4.1-4c

Source: Field of Vision 2004; EDAW 2004

Larkspur Ferry Terminal (Nighttime): Existing View Looking East at the Project Site

EXHIBIT 4.1-5a

Source: Field of Vision 2004; EDAW 2004

Larkspur Ferry Terminal (Nighttime): Single Level Design Option (Simulated)

EXHIBIT 4.1-5b

Source: Field of Vision 2004; EDAW 2004

Larkspur Ferry Terminal (Nighttime): Stacked Design Option (Simulated)

EXHIBIT 4.1-5c

Source: Field of Vision 2004; EDAW 2004

Ferry Boat View: Existing View from Eastbound Ferry Looking Northeast at the Project Site

EXHIBIT 4.1-6a

Source: Field of Vision 2004; EDAW 2004

Ferry Boat View: Single Level Design Option (Simulated)

EXHIBIT 4.1-6b

Source: Field of Vision 2004; EDAW 2004

Ferry Boat View: Stacked Design Option (Simulated)

EXHIBIT 4.1-6c

Source: Field of Vision 2004; EDAW 2004

Sir Francis Drake Boulevard (North): Existing View from Sir Francis Drake Boulevard Looking South at the Project Site

EXHIBIT 4.1-7a

Source: Field of Vision 2004; EDAW 2004

Sir Francis Drake Boulevard (North): Single Level Design Option (Simulated)

EXHIBIT 4.1-7b

Source: Field of Vision 2004; EDAW 2004

Sir Francis Drake Boulevard (North): Stacked Design Option (Simulated)

EXHIBIT 4.1-7c

Source: Field of Vision 2004; EDAW 2004

Sir Francis Drake Boulevard (North) (Nighttime): Existing View Looking South at the Project Site

EXHIBIT 4.1-8a

Source: Field of Vision 2004; EDAW 2004

Sir Francis Drake Boulevard (North) (Nighttime): Single Level Design Option (Simulated)

EXHIBIT 4.1-8b

Source: Field of Vision 2004; EDAW 2004

Sir Francis Drake Boulevard (North) (Nighttime): Stacked Design Option (Simulated)

EXHIBIT 4.1-8c

Source: Field of Vision 2004; EDAW 2004

Sir Francis Drake Boulevard (West): Existing View From Sir Francis Drake Boulevard Near West Gate Looking Southeast At The Project Site

EXHIBIT 4.1-9a

Source: Field of Vision 2004; EDAW 2004

Sir Francis Drake Boulevard (West): Single Level Design Option (Simulated)

EXHIBIT 4.1-9b

Source: Field of Vision 2004; EDAW 2004

Sir Francis Drake Boulevard (West): Stacked Design Option (Simulated)

EXHIBIT 4.1-9c

Source: Field of Vision 2004; EDAW 2004

Sir Francis Drake Boulevard (West) (Nighttime): Existing View From Sir Francis Drake Boulevard Near West Gate Looking Southeast At The Project Site

EXHIBIT 4.1-10a

Source: Field of Vision 2004; EDAW 2004

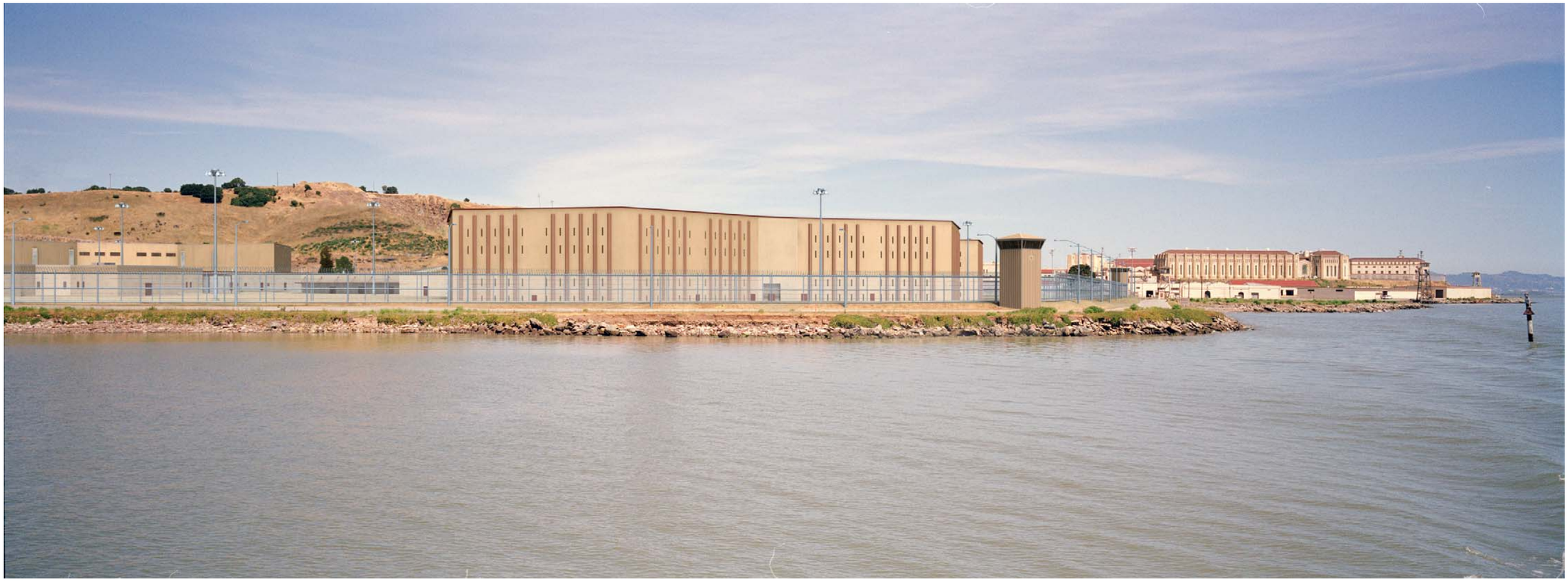
Sir Francis Drake Boulevard (West) (Nighttime): Single Level Design Option (Simulated)

EXHIBIT 4.1-10b

Source: Field of Vision 2004; EDAW 2004

Sir Francis Drake Boulevard (West) (Nighttime): Stacked Design Option (Simulated)

EXHIBIT 4.1-10c



Source: Field of Vision 2004; EDAW 2004

Ferry Boat View: Visual Mitigation Option A (Simulated)

EXHIBIT 4.1-11

Source: Field of Vision 2004; EDAW 2004

Ferry Boat View: Visual Mitigation Option B (Simulated)

EXHIBIT 4.1-12